THE PARTY BY ENING TITATION OF STRUCTURES. WHITE HE STATE TO I HE

Mass. While with him the following interest-

WAR WITH ENGLAND.

ing conversation took place:-

Says the correspondent:handed the General an article from the New York Evening Post, which ironically discoursed on Butler's financial theory of a war with Eugland, as it had been reported by Washington correspondents. I asked what he had really said bout the effect of a war with England. He replied:-

I have said, in private conversations, not that there would be any commercial benefit in a war with England, but that If a war broke out the

result would be baneficial to this country." "How?" I inquired. "We have imported one hundred and twenty-

one millions from the 1st of January to the 1st of May, this year, and exported only sixty mil ions our bonds not only going out to pay for the balance from these imports, but the gold with which the debt is paid is also borrowed on our bonds at eighty cents on the dollar. Eng-land buys substantially nothing of us in comparison with what she sends to us. Now, I only proposed to treat her, as a nation, as an indi-idual treats an unkind neighbor who has inred him. He simply says, I shall have nothing to do with you, either socially or in the way of business; and that, irrespective of the ruestion as to whether his neighbor had the legal right to injure him, or did something ille-gally for which suit should be brought. Most rudent persons prefer to refuse all intercourse. low, I think the United States should treat Engand in the same way. That was what we did in

HOW IT MIGHT PAY.

"With what result?" "With a good result to the country," said Mr. Butler, "for it was the very beginning of the time we had substantially none. True, a war came on because of the claim of the right of search and the imprisonment of our And I should think that the writer in the Ecenmy Post, of which you speak, was simply rechoing one of the Federalist tirades against lefferson for what they were pleased to term Jim Madison's blockade. What have you said about declaring was

against England? Nothing," answered the General, "There is no occasion to declare war against England. I

NON-INTERCOURSE,

but that, in case of war, what we shall save in importation and make by capture would be quite equivalent to the expense of what would be substantially naval warfare."

HOW BUTLER WOULD ARGUE AGAINST ENGLAND. "Still General, you have not quite clearly stated how you would argue the case against England. It isn't quite enough to say that it was part of her policy to break up this Govern-

What is your theory in full?" "Well, then," responded the General, "I should show that, in violation of every principle of international law on which she had ever acted as to the proper treatment of rebels; in defiance of her long and well-established theories about slavery, which she had not only proslaimed, but practically carried out; and in the face of the treaty which she had with us to exinguish the slave trade, she hastened to recogize a confederacy whose corner-stone was slavery-whose existence as a nation could only be maintained by the prosperity of slavery and the reopening of the slave trade-objects and designs which were openly avowed by the South-and all this for the sole purpose of destroying our Government and ruining or crippling a dangerous rival. If we should put our claims for damages on this ground, then the alacrity of England in recognizing the Confederacy need only be considered as evidence of her interest. On this ground, we should not need to discuss whether she was technically right or technically wrong in acknowledging the belligerency, or whether the blockade was a justification of that recognition or not. If she took advantage of technical law to injure a friendly power and to do unfriendly acts for the purpose of destroying that friendly nower and destroying her commerce, it is just as much an injury that requires reparation as though the same acts, with the same intent, had been done without

such technical legal justification. All questions of disputed law arising under the law of nations where there is no final arbiter but the sword, might, it would seem, be well laid aside. May we not well say that she had left us a legacy of slavery which, being interwoven in the industrial pursuits of almost one-half of our country, became, for the time at least, of necessity, a part of our institutions, while in her empire it was only an incident of her colonial wealth. then set us the example of emancipation, which she could easily do without danger to her Government. She taught us that slavery was wrong and emancipation and freedom only right. After our Government had fully accepted these views to such an extent that a large portion of our people, becoming fearful for what they considered their constitutional rights, and that what they held as their most valuable property would be destroyed under our Government, rebelled to save it and instituted war, at once, at the earliest possible moment, she led the way to sustain them in that rebellion and aided to set up that slavery which she had declared to be our national sin. motive could there be for her to do this except the desire to destroy our Government at all hazards? Then the fitting out of the Alabama, allowing her to escape and giving her shelter, and permitting the Shenandoah to go out, become not incidents of her sympathy with rebelllon, but her own act in pursuance of her designs to destroy our commerce and cripple our power From this point of view these acts are not incidents of her recognition of the Confederates. but they are the means which she adopted to

crush our Government. WE CAN AFFORD TO WAIT.

"Now, as to the remedy. We need not go to ar. We can afford to wait. England took her chance to cripple us when we were in trouble. We can await till some fitting opportunity en-ables us to repay her in kind. We can easily find means, whenever she gets into war, to sweep her commerce from the ocean and substitute ou own in its place. We can afford to wait.

BOUTWELL'S POLICY,

"You have been at Washington lately; what do you think of Mr. Boutwell's policy? It seems to me that your friend Grant did not succeed in carrying out his policy of running the Government without the aid of the politicians; it does ook at this distance as if he had unconditionally surrendered to them. Will Mr. Boutwell do the

same to the Wall street people?"
"If," said General Butler, "I know anything of
the Secretary, and I've had an intimate knowledge of the man for thirty year. I can safely say that if the Wall street people think they can change him in any policy he has taken, and about which he has thoroughly informed himself and made up a deliberate judgment, they are very much mistaken, or I am.

I know I approve very much of what appears to be his policy—to sell the surplus gold in the Treasury and buy with it the bonds of the United States that bear the largest interest.

"I see a report, which must come from the bears of Wall street, that he proposes to buy three per cent. certificates. That would be to inaugurate a policy of contraction, because these are in the banks as the reserve, which was exactly the policy which Congress forbid the Secretary to carry out. I can hardly conceive that the Secretary would be likely to buy up the three per cent, indebtment when he can get the six, and save Government the difference in in-And, indeed, by his buying the bonds would show to the contrary. Because, if he desired to inaugurate contraction, he has only to sell gold and hoard the currency received for it. and then the contraction would take place. evidently means to pursue a policy by which the Treasury should not interfere with the business of the country. He proposes openly, and with blest order of impudent men. The great pro-the knowledge of all, to carry on his business in feesors of the art—the grand capitalists—the

business of the country adjust itself to its own wants without his interference.'

"Do you think he is going to make his mark as a great Secretary?" I interposed.
"If he goes on steadily with that policy,"
replied the General, "he will be the best, if not the most popular Secretary of the Treasury since

So far, I copy from my notes, taken down word for word as the General spoke. For what

follows I rely on memory.

He showed me, at my request, the manuscript I his speech to be delivered on Decoration Day it Gloncester. It was chiefly a warm culogy of the soldiers of the Union who perished in deending it against the attempts of traitors to lestroy it. But it contains no word of anger gainst them. Yet what it omits in this respes more than supplied by one of the most terrible lenunciations of England that has ever been ittered on this continent since the war began; at east I thought so, as, with his leg thrown over he back of his chair and a cigar in his right and, he read this illegible portion of the manu-cript in as quiet and unconcerned a tone as if to use the idea of Mr. Goldwin Smith) he wer enouncing a dead and buried nation instead of ouring red-hot shot into the flesh and blood of a living and proud-spirited people. "But things lke this, we know, must be, after a famous victory," especially when the party in whose behalf the holiest national traditions have been violated has been crushed into the dust, with all its

INSCRUTABLE PEOPLE.

venomous hopes defeated.

BY CHARLES LEVER.

Certain people have been puzzles to me all my life, and I feel must continue so to the end. have, however, the satisfaction—a meagre one. own-to know that the shrewdest men of me acquaintance have not had any more success than and frankly admit that they have no solution to

the riddle they present.

The commonest form of these inserntables is the fellow who lives handsomely, going every-where, doing everything, apparently denying himself nothing, and possessing absolutely that same nothing for his whole legitimate income. I know several of these. Some of them I can ouch for are not players of any game, nor folowers of any rich man, consequently not deriving support from these two, the most probable. sources of needy men; and yet I have met these men about in the world, freely mixing in a society which one would say is likely to ask some guarantees for the right of entrance; and without having any intimacles anywhere, ap-parently acquainted with every one, and gener-ally regarded as necessary adjuncts of all large. atherings. How they do it, even for a season

I cannot imagine: but the fact is, they can con-tinue this for a life long.

I can recall one; he has come to my mind at the moment I am writing—a clever fellow cer-tainly, but probably I ought not to include him among the inscrutables; for he had indeed a quality which, well moulded and manipulated with the skill certain men know how to employ. is of itself a guarantee of worldly success. man was a nobody; he had no belongings; he had even the faintest right to the name-a very good one—that he bore. Whatever means he started with must have been of the slightest, and were soon expended, for he made his running from the post, and began by contesting a borough against a well-known man of station and large fortune. He falled of course—failure was inevitable; but his defeat was better than many men's victories; he was so good-tempered under it, so generous, so hearty, so gentlemanlike, so devoid of all the petty spite and malice of a beaten man, and so ready to admit he had been beaten fairly, and that he had not a word to say against his opponent. Through all this the quality I have referred to as his specialty earried him splendidly. The fellow's impudence was boundless; he had probably run himself to the last ten pounds of his exchequer by the contest, and yet he treated the opposite candidate as though he was exactly his equal: feelingly alluded to the heavy cost each had inflicted on the other, and talked as though drawing checks on Drummond was a pastime which he liked and could afford himself. The unfailing good humor, the geniality that never was soured by any contrariety, the no outrages ruffled, won so completely on the victorious candidate that he actually made a friend of him, and they became inseparable. knew how it would turn out," said Y---, the adventurer in question. "I saw something of this early in life. The Duke of Leckington gave me a black eye when I was at Rugby, and I made him my friend for life by the way I took

dodge: the real test of a clever fellow is to take his kicking gracefully. So far as I am aware, Y- had not many more reverses to try him. I remember him in the House; he sat for a considerable town. I saw his name amongst Sir Robert Peel's guests at Drayton. He had made two or three effective speeches, and was not unlikely to have office offered him. Where I saw him last was at an embassy abroad, where he dined with his newly married wif , an immensely rich widow, and where the entertainment was given specially in their honor. His manner then was grandiose and almost haughty. He had evidently secred the game he played for, and had taken leave of the subjunctive tense forever. I repeat, then, this man has no right to come into my category of inscrutables: that grand stock of impudence

he possessed was a California in itself. The men who really interest me are the fellows so utterly helpless as to seem objects of a national charity, and yet who cat venison and drink '48 claret every day, with apparently a more strongly vested right in these condiments than an Irish bishop has now in his See acres. It is not alone that they do nothing, but they are directly incapable of doing anything. They ald no one, instruct no one, interest no one. do not even point the moral othingness of existence, and show us that life weariness and ennui, for the fellows look as they like it, and on the whole appear jolly.

I never knew one of these men refuse a subcription to anything, be it a hunt-fund, a picic, a regatta, or a local charity. I do not know they ald missionary labor, but I am certain they would if they were asked. I once inquired, om the secretary of a well-known institution nd learned that these people always pay, and that they are the only ones who need never be Who can explain this mystery? Who can say out of what secret-service fund these men draw their extraordinaries?

As to "tips" to gamekeepers, beaters, whips and funkies, generally, they are far and away the most splendidly generous; while in the higher lass of black-mail, which consists in birthday niniscences, bon-bons, and bouquets, there is blended taste and elegance in their presents which make them perfectly distinctive.

Why will no Government-seeing to what straits financial difficulties drive Governmentssend out a commission to see how this is done? Why will no Chancellor of the Exchequer in-quire how liabilities are met with no means, and extravagances indulged in without assets? Surely this is a more interesting object of dis-covery than a Northwest Passage or the source of an African river.

Nor is it alone that these men dine better and dress better than you or me, but they move habitually in circles where we only arrive after some success. As a class, they are not given to marriage; otherwise I am confident they would olck up all the herresses of the kingdom, and cave nothing but untochered lasses for the earls

and viscounts. That very vulgar name for a vulgar quality "Check," explains a great deal, but is no real exponent of this puzzle. Check scores small, Isolated dropping, successes—passes a man into a call-room uninvited, admits him to a flower-show without a ticket, blends him with a group he has no pretension to be amongst, and occa-ionally gets him the recognition that is given by habit. Cheek will do these, but no more. It will no more serve to carry a man on through the conflict of life than will a life-belt float you

Check, besides, is the quality of the very hum-

the interests of the Treasury itself, and let the I Rothschilds of impertinence, are the reverse of "checky." They are studiously quiet, reserved, a little arrogant perhaps, but it is the arrogance of men who do not permit vulgar intrusion, who like to dwell apart from chance acquaintance ships, wholrisk no intimacies—they after much simplicity of manner, and have a sort of pra-dery of their own, not at all unlike what, in the other sex, is occasionally assumed by those whose lives are not distinguished by self-denial. I suspect that for the very highest walk of the profession Engitshmen and Russians are the best adapted. Frenchmen have too much levity of manner, Germans are too stolld and impas sive. As for Americans, they are wholly delitense prosiness. The Russian, however, is better than the Briton; for while he has all, the weight and gravity, he blends with the aplant a plasticity, a courteous snavity, which the other never attains to-he is a courtier in plain

Whether it be that the world takes a sort of malicious pleasure in watching its impudent people, or whether, as I rather incline to believe the impudent people are deemed better than the drearier bores who invest society, whichever the causes, they are certainly neither discouraged nor disowned in the world at large. Every city of Europe has its supply. London is rich in them. Paris offers a fine field for exploitation. In Vienna they are rarely found. It is the one capital of the Continent where there is no social privateering; and no amount of mere impudence of the most gifted ornament of the craft would have the slightest chance of gaining admission within the precincts of a Lichtenstein

or an Erdodi house.

Impudence is to social success what credit is to commercial. The man who can draw on the imaginary with the assurance that, on the faith of it, he will maintain his ground and make sure is position, is pretty much like the trader who if only time be given him, will realize enough to meet his engagements. Wilkes only asked tou minutes in advance of the handsomest man in England, and I am certain he was right; but Wilkes was at the top of the profession—Brummel was a long way his inferior. Montron, who dourished in Paris some fifty years ago, was a very remarkable specimen. Since that time we have fallen upon a very inferior class. The walk has been vulgarized. The claim of the pushing man to a front place is, however, intelligible enough. You may not exactly recognize his right out you must confess to his zeal, and yield dence to his energy; but what is really difficult to understand is the social success of men who bring nothing, not even impudence, to the common stock of amusement, who are found in every city of Europe. These men are neither rich, great, nor giftee. They live obscurely, dispensed so civilities, do nothing, to all appear-ance, for any one, but they are everywhere, know every one, and have access to the very alghest in the land, "Don't bother yoursel "X-will speak of it to the Emperor, X. old Bismark that remark you made. X. was lining on Saturday with Antonelli, and heard that story about Lady G.—," Now why should X. have the entree at the Tuileries, or sit at meal with the Cardinal? Can you tell me this, or do you know any one who can?

I know it is an affectation with some really distinguished men to surround themselves with very inferior companions, not from any desire to be kings of their company, for some of them are men who would command the first places anywhere; but out of some strange caprice. partly humoristic and partly indolent, they like to have about them those who are easy recipients of their own humors, and who demand no exertion to entertain them; and as they would deplse toadyism; they select men even incapable of that servile homage; these dreary inscrutables ave therefore their use here.

Who ever saw a knot of men travelling with-out one of these? Who ever saw a yacht party without one? Are these fellows, after all, the great philosophers of the age, who know everything, see everything, and do nothing-for whom and for whose benefit you and I and hundreds like us, write books and newspapers, make retorms in Parliament, pull down churches, and

send out expeditions to Africa?

Is it possible that these, whom we profanely have believed to be the dull dogs of the world. are its prime movers and masters? Have they a masonhood amongst them, and secret signs to signify how they are playing us off, how enjoyg themselves at our expense? What a dread ful thought, to think these stolld existences were shrewd observers and profound thinkers, real spectators of that comedy that you and I are playing for their amusement!

Some one once imagined the horror and dismay that would be spread through life if the furniture of our houses could be endowed with speech and be called into the witness-box against All men can do the grand condescension s: but these men would be far more terrible it we could believe them to be endowed with intel-

If the inscrutables threw off their mask, what satires we should have on our vanity and our pretension, our wit and our wisdom-on the conversational brilliancy we assumed to be impromptu, and the claret we pretended to have kept so long! what bankruptcy would fall upon all our affectations!

The question I would then propound is, Are our dreary people, whom we cultivate, ask to dinner, and foster generally, are they the dull nonentities we love to believe them; or are we norturing a whole colony of screents in the midst of us, whose torpor is but for a season, and who will awake one day and devour us?

I own to a strong personal interest in the solu-tion of this problem, for I have been handling these snakes fearlessly for years, and it is only by a sudden thought I have come to imagine they might be poisonous.

Chinese Version of the Parable of the Prodigal Son.

Choy Awah, a young Chinaman, is a scholar at the Five Points House of Industry. He reads the Testament in English, and then gives the sense in a dialect of his own. The following is given in the Monthly Record for May. It is the Parable of the Prodigal Son:-

"A man, he two sons. Son speak he to father: father got money; give some her father he take t all right. I just now give you half. He give him half; he go long way—like me come China to New York. No be careful of money, use too much; money all gone; he very hungry. went to man. He want work, he say; all right; he tell him to feed pigs. He give pigs beans: he eat with pigs himself. He just now talk, 'My father he rich man-too much money. for me stay here hungry? I want go back and see my father. I say to him, I very bad. He knows I bad. Emperor (God) see I bad. No be son, me be coolle. He go back; long way, father see him. He take him on the nock. The son say, 'I very bad. I just now no be your son; I coolle.' His father talkey to boy, and say, Get handsome coat; give he ring; give he shoes; bring fat cow-kill him; give him to eat. They very glad. He all same dead; just now come back alive: he lost; he get back. Number one son come. He hear music; he tell servant, 'What for they make music?' He say, 'Your brother come back; your father very glad he no sick; he kill fat cow. Number one son very augry; he no go luside: very angry. Father he come out: he say, 'No no be angry.' Number one, he say, ae say, 'No no be angry. Number thim angry.' I stay all time by father; never make him angry. My father never kill one fat cow for me. brother he very bad, he use money too much; h have fat cow and music. Father say, You no understand; he just dead; he now come to life he lost, he now come back. They make music.

ACRIOULTURAL.

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RESORS, Knives, Scissors, and Table Cutlery Ground and Polished, at P. MADEIRA'S, No. 115 S. TENTH Street, selow Chesaut.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RASLROAD, TIME TABLE. Commencing MONBAY, May 10, 1869.—Trains will
leave Depot corner Broad street and Washington
avenue, as follows:

Way Mail Train at 8-30 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations. ton for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace, Connects at Wilmington with train for New Coarts.

ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlew, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace.

low, Linwood, Chaymont, Wilmington, Newark, Elkton, North-East, Ferryville, Havre-de-Grace, Ferryman's, and Magnolia. engers for Fortress Monroe and Norfolk will take the 12.00 M. train. WILMINGTON TRAINS. Stopping at all Stations between Philadelphia

And Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Hailroad for Harrington and intermediate Stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7 00 P. M. The 8 10 A. M. Train will no between Chester and Philadelphia. The 7 Train from Wilmington runs dally; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia.—Leave Baltimore 725 A. M., Way Mail; 935 A. M., Express; 235 P. M., Express; 726 P. M., Express;

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 4-30 P. M.

The 7 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Fraight Train with Passenger Car attached. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 100 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays excepted) at 5-40 A. M., 9-25 A. M., and 4-20 P. M.,
Trains leaving Wilmington at 6-30 A. M. and 4-15
P. M. will connect at Lamokin Junction with the 1.00 P. M., running to Oxford

7 90 A. M. and 4 30 P. M. trains for Baltimore Central Railroad. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage thecked at their residence by the Union Transfer

H. F. KENNEY, Superintendent, NORTH PENNSYLVANIA RAILROAD,—
FOR RETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Dopot, corner of BFRKS and AMERICAN Streets, daily (Sundays

excepted), as follows:—

At 740 A.M. (Express) for Bethlehem, Allentówn, Edauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

Essex Railroads. At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Ha-At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 845 A. M., 245 and 4:15 P. M.

For Fort Washington at 645 and 1045 A. M., and 1140 P. M. Hr30 P. M.
For Abington at 1°15, 3°15, 5°20, and 8 P. M.
For Lansdale at 5°20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Raflways run to

TRAINS ARRIVE IN PHILADELPHIA m Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8-25 A. M., 4-55 and 7-95 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.

Hethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
dann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street, ELLIS CLARK, Agent.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT APRIL 25.1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets, which is reached directly by the Market Streets. ket Street cars, the last car connecting with each

train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street,

will receive attention. TRAINS LEAVE DEPOT, VIZ.:-Mail Train . 8.00 A. M. PaoH Accommodat'n, 10.33 A. M., 110 and 9.39 P. M. Cincinnati Express 5:00 P. M. Erie Mail and Pittsburg Express 10:45 P. M.

Philadelphia Express, 12 Night.

Eric Mail leaves daily, except Sunday, running
a Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12

Philadelphia Express leaves daily. All other trains daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street.

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No. 116 MARKET Street SAMUEL H. WALLACE, Ticket Agent at the Depot.
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS.

4 29 General Superintendent, Altoona, Pa.

WEST JERSEY RAILROADS.—SPRING AR
RANGEMENT.
From foot of MARKET Street (Upper Feffy).
Commencing THURSDAY, April 1, 1869.
TRAINS LEAVE AS FOLLOWS:—
For Cape May and stations below Millville, 3-18

For Millville, Vineland, and Intermediate stations, 8-00 A. M., 3-15 P. M.
For Bridgeton, Salem, and way stations, 8-00 A.
M. and 3-30 P. M. For Woodbury at 8:00 A. M., 3:16, 3:30, and 6:00 Freight train leaves Camden daily at 12 o'clock, Freight received at second covered wharf below Walnut street, daily.
Freight delivered No. 228 South Delaware
WILLIAM J. SEWELL,
avenue Superintendent. RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1809. Leaving the Company's Deput at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all Intermediate Stations and Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philadelphia at 9:15

P. M. MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sanbury, Williamsport, Elmira, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with East Pennsylyania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Control Cumber-land Valley, and Schaylkill and Susquehanna trains for Northumberland, Williamsport, York,

Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 330 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with
Reading and Columbia Railroad trains for Columportstown accommodation.

POTISTOWN ACCOMMODATION.
Leaves Potistown at 6°25 A. M., stopping at intarmediate stations; arrives in Philadelphia at 820 A. M. Returning, leaves Philadelphia at 4°30 P. M.; arrives in Pottstown at 6°40 P. M. READING ACCOMMODATION.
Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15

Returning, leaves Philadelphia at 5-15 P. M.; Returning, leaves Filliadelphia at 5-15 F. M.; arrives in Reading at 8-55 F. M.

Trains for Philadelphia leave Harrisburg at 8-10
A. M., and Pottsville at 8-45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8-05 P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M. Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M., Connection of Reading with Afternoon Accommodation

ng at Reading with Afternoon Accommodation outh at 5 30 P. M., arriving in Philadelphia at 9 15 Market train, with a passenger car attached, leaves Philadelphia at 12:45 moon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M.

or Philadelphia and all way statious.
All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8-15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Restling at

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30
P.M. trains from Philadelphia, returning from Skippack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPLESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:05 A. M., and 1:30 and 10:10 P. M., and connecting at Harrisburg with Ponnsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express frem Pittsburg at

arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12:20 and 5 P. M. Siceping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at

8 10 A. M. and 2 05 P. M. Mail Train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:46 P. M., returning from Tamaqua at 8:35 A, M., and 2:15 and 4:35 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-

Trains leave Auburn at 7-55 A. M. for Pinegrove and Harrisburg, and at 12-15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3-80 P. M., and from Tremont at 7-40 A. M. and 5-35 TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

and Canadas.

Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the

office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.
COMMUTATION TICKETS. At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52-50 each for families and firms. SEASON TICKETS. SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished

with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS

EXCURSION TICKETS
From Philadelphia to principal stations, good for
Saturday, Sunday, and Monday, at reduced fares,
to be had only at the Ticket Office, at Thirteenth
and Callowhill streets.
FREIGHT.
Goods of all descriptions forwarded to all the
above points from the Company's new freight
depot, Broad and Willow streets.

MALS MAILS

MARLS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.
FREIGHT TRAINS
Leave Philadelphia daily at 4 35 A. M., 12 45 noon, 3 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond

BAGGAGE. Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot

Thirteenth and Callowhill streets. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 3/4, 3/2, 4, 435, 5-05, 5/4, 6, 6/4, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7/4, 8, 8-20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4/4, 5, 5/2, 6, 6/4, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3/4 and 5/4 up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10-3/4 P. M.

10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 53, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, 6-40, 8-40, and 10-40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOROGREM AND NORRISTOWN, Leave Philadelphia at 6, 716, 9, and 11 05 A. M., 116, 3, 416, 5, 516, 626, 805, 19 05, and 11 14 P. M. Leave Norristown at 540, 64, 7, 774, 19, and 11 A. M., 116, 3, 416, 614, 8, and 914 P. M. The 714 A. M. train from Norristown will not stop at Mogec's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 234, 4, and 734

Leave Norristown at 7 A. M., 1, 51/2 and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 71%, 9, and 11-05 A. M., 11%, 3, 41%, 5, 51%, 62%, 8-05, 19-05, and 111½ P. M.

Leave Manayunk at 6-10, 7, 71%, 8-10, 91%, and 111½

A. M., 2, 31%, 5, 61%, 8-30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 214, 4, and 714 P. M.

Leave Manayunk at 714 A. M., 114, 6, and 914 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

RAILROAD LINES. 1869 -FOR NEW YORK -THE CAMDEN AND TRENTON RAILROAD COMPANIES' YORK, AND WAY PLACES.

THE RESIDENCE OF CHILDREN.

At 5-30 A. M., via Camden and Amboy Accom. 22-25
At 8 A. M., via Camden and Amboy Accom. 22-25
At 8 A. M., via Cam. and Jersey City Ex. Mail 200
At 2 P. M., via Camden and Amboy Express... 303
At 6 P. M., for Amboy and intermediate stations.
At 6-30 and 8 A. M., and 2-00 P. M. for Freehold.
At 2 P. M. for Long Branch and points on 2 At 2 P. M. for Long Branch and points on R. and

D. B. R. K.
At 8 and 10 A. M., 2, 3 30, and 4 30 P.M. for Trenton.
At 6 30, 8, and 10 A. M., 1, 2, 3 30, 4 30, 6, and 11 30
P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 6:30 and 10 A. M., 1, 3:30, 4:30, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton, The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

PROM RENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, 43.

At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for
Trenton and Bristol, And at 10:15 A. M. and 6 P. M. for Bristel.
At 7:20 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railway,
At 9:30 A. M., 1:20, 4, 6:15, and 12 P. M. New York
Express Lines, via Jersey City. Fare, \$3:25.
At 11:30 P. M., Emigrant Line. Fare, \$2.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M., for Tren-

ton.
At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run

daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD

BELVIDERE DELAWARE RAILROAD LINES,

FROM REINSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsbarg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlebem, etc. Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

PROM MARKET STREET PRINTY (UPPER SIDE).

At 7 and 10 A. M., 1, 218, 3:30, 5, and 6:30 P. M., for Merchantville, Meorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 7 A. M., 1, and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and

Hightstown, 11 10 WILLIAM H. GATZMER, Agent. WEST CHESTER AND PHILADELPHIA On and after MONDAY, April 12, 1869, Trains will leave as follows:-- Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30

Leave West Chester from Depot, on East Mar.

Leave West Chester from Depot, on East Mar. ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M.

Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M.

Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for Stations above Media will take passengers for stations above Media will train leaving Philadelphia at 4:35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8.00 A. Leave Philadelphia for B. C. Junction at 7:16 Leave West Chester for Philadelphia at 7.45 A. M. and 445 P. M.
Leave B. C. Junction for Philadelphia at 6-00
A. M.
LIIAM C. WHEELER,
WIGeneral Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as

WESTWARD, MAIL TRAIN leaves Philadelphia.

"Williamsport 8:15 A. M.

200 P. M.

ERIE EXPRESS leaves Philadelphia 11:50 A. M.

"Williamsport 8:50 P. M.

"Arrives at Eric . 10:00 A. M.

ELMIRA MAIL leaves Philadelphia 10:00 A. M.

"Williamsport 8:50 P. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

"Williamsport 6:30 P. M.

Barrives at Lockhaven 7:45 P. M.

EASTWARD. MAIL TRAIN leaves Philadelphia, Williamsport

MAIL TRAIN leaves Erie . . 11-15 A. M.

"Williamsport . 12-20 A. M.

"Arrives at Philadelphia . 9-25 A. M.

ERIE EXPRESS leaves Erie . . . 6-25 P. M.

"Williamsport . 7-50 A. M.

"Williamsport . 7-50 A. M.

"Arrives at Philadelphia 4-10 P. M.

Mail and Express connect with Oil Creek and

Allegheny River Railroad.

Baggage checked through. Baggage shecked through,
ALFRED L. TYLER,

NORNY'S TASTELESS

FRUIT PRESERVING POWDER, Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight. Price, 50 cents a package. Sold by the grocers.

ZANE, NORNY & CO., PROPRIETORS, No. 136 North SECOND St., Philada. 5 29 lm

General Superintendent,

NOW IS THE TIME TO CLEANSE YOUR HOUSE. WINCHER, HARTMAN & CO.'S WASHING AND CLEANSING POWDER Is unequalled for scrubbing Paints, Floors, and all house

s megnation for it and take no other, old use. Ask for it and take no other.

W. H. HOWMAN, Sole Agent,
No. 1155 FRANKFORD Road C O R N E X C H A N G E

BAG MANUFACTORY,
JOHN T. BAILEY,
N. E. corner of MARKET and WATER Streets,
Philadelphia,
DEALERS IN BAGS AND BAGGING
Of every description, for

Grain, Flour, Salt, Super-Phosphate of Lame, Bone-Dust, Etc. Large and small GUNNY BAGS constantly on hand, 22 Also WOOL SACKS. ALEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS.

No. 27 NORTH WATER STREET,
PHILADELPHIA.

ALEXANDER G. GASTELL

RUMAN CATTELL THE ADAMS EXPRESS COMPANY, OFFICE

THE ADAMS EAR TROOTS forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

JOHN BINGHAM,

Runarint and ant. WOODLANDS CEMETERY COMPANY.

WOODLANDS CEMETERY COMPANY.—
clected for the year 1828—
ELI K. PRICE, President.
William H. Moors,
Samuel S. Moon,
Gilles Dallett,
Edwin Greble,
Secretary and Treasurer, ElOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both
Lot-bolders and Visitors to present tickets at the entrance
for admission to the Company, No. 813 AROH Street, or olang
filite Managers.